



Streets Division Directive Order No. 6783

Sustainable Streets Division Directive Order No. 6783

Pursuant to the public hearing held on June 14, 2024, traffic movement and safety may be improved by the changes approved below. The Environmental Clearance for these items is noted on Order No. 6774.

1. ESTABLISH - RESIDENTIAL PERMIT PARKING AREA R (Eligibility only, no signs)

900 block of Ellis Street between Franklin Street and Van Ness Avenue (Supervisor District 2) (Requires approval by the SFMTA Board) Gerry Porras, gerry.porras@sfmta.com

The proposed modification would add RPP eligibility to the residents of the 900 block of Ellis Street between Franklin Street and Van Ness Avenue (Include Olive St., Van Ness Ave., and Willow St. except for corner properties at Franklin and Ellis St.) so they can purchase parking permits for their vehicle to park within RPP Area R

Public Comments: No comments.

Decision: Approved by the City Traffic Engineer to forward to the SFMTA Board for final approval and implementation.

2. RESCIND - 30 MPH SPEED LIMIT ESTABLISH - 25 MPH SPEED LIMIT

Oakdale Avenue, between 3rd Street and Bayshore Boulevard
(Supervisor District 10) (Requires approval by the SFMTA Board) Alvin Lam, alvin.lam@sfmta.com

Proposal to lower the speed limit based on new speed survey findings.

Public Comments: One comment in opposition at public hearing.

Decision: Approved by the City Traffic Engineer to forward to the SFMTA Board for final approval and implementation.

3. ESTABLISH – NO PARKING ANYTIME, EXCEPT BICYCLES

Octavia Street, east side, from 15 feet to 25 feet south of Oak Street (Supervisor District 5)
(Approvable by the City Traffic Engineer) Carmen Leung, carmen.leung@sfmta.com

Proposal to establish one on-street bicycle corral in the existing red zone at the intersection of Octavia Street and Oak Street.

Public Comments: No comments.

Decision: Approved by the City Traffic Engineer for implementation.



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4. RESCIND – THROUGH AND LEFT LANE ESTABLISH – LEFT LANE MUST TURN LEFT

Harrison Street, westbound, at 6th Street (modifying #2 lane)
(Supervisor District 6) (Approvable by the City Traffic Engineer) Dusson Yeung,
dusson.yeung@sfmta.com

Proposal to modify #2 lane and have #1 and #2 lanes be left lane must turn left in conjunction with new left turn signals.

Public Comments: No comments.

Decision: Approved by the City Traffic Engineer for implementation.

5. ESTABLISH – MOTORCYCLE PARKING

17th Street, north side, from 36 feet to 59 feet west of Missouri Street (Supervisor District 10)
(Approvable by the City Traffic Engineer) Andy Thornley, andy.thornley@sfmta.com

Proposal to establish motorcycle parking on the north side of 17th Street, as a refinement to the 17th Street Quick-Build Project.

Public Comments: No comments.

Decision: Approved by the City Traffic Engineer for implementation.

6. ESTABLISH – NO COMMERCIAL VEHICLES WITH NINE OR MORE SEATS

8th Avenue between Cabrillo Street and Fulton Street (Supervisor District 1) (Requires approval by the SFMTA Board) Michael Tsai, michael.tsai@sfmta.com

Proposal to restrict tour buses on a local street.

Public Comments: Comments in support and opposition through email and at public hearing.

Decision: Approved by the City Traffic Engineer to forward to the SFMTA Board for final approval and implementation.

7. ESTABLISH – RED ZONE

Precita Avenue eastbound, north side, from eastern crosswalk at Harrison Street to 20 feet westerly
(Supervisor District 9) (Approvable by the City Traffic Engineer) André Wright,
Andre.Wright@sfmta.com

There is an existing 5-foot red zone on at this location adjacent to the park. There has been concern raised about the visibility of pedestrians crossing Precita Avenue at Harrison Street being blocked by



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vehicles. It is recommended that the red zone be extended 15 feet to increase visibility and establish better sight lines for pedestrians.

Public Comments: No comments.

Decision: Approved by the City Traffic Engineer for implementation.

**8. ESTABLISH - RESIDENTIAL PERMIT PARKING AREA AA
ESTABLISH - 2-HOUR PARKING, MON-FRI FROM 8 AM TO 6 PM on the south side of the
blocks between Mission Street and Shotwell Street, EXCEPT FOR VEHICLES WITH AREA
AA PERMITS**

3200-3300 block of Cesar Chavez Street South (Supervisor District 9)
(Requires approval by the SFMTA Board) Gerry Porras, gerry.porras@sfmta.com

This change is requested by a signed petition from the residents of the blocks on Cesar Chavez Street between Mission Street and Shotwell Street (3200-3300 blocks of Cesar Chavez Street)

Residents Petition: 61%
61 residential units; 37 resident signatures

Parking Occupancy: 105%
20 parking spaces; 21 parked vehicles

Public Comments: No comments.

Decision: Approved by the City Traffic Engineer to forward to the SFMTA Board for final approval and implementation.

9. ESTABLISH - RESIDENTIAL PERMIT PARKING AREA I (Eligibility only, no signs)

Mission Street between 25th and 26th Streets (Supervisor District 9) (Requires approval by the SFMTA Board) Gerry Porras, gerry.porras@sfmta.com

The proposed modification would add RPP eligibility to the residents of the 2900 block of Mission Street so they can purchase parking permits for their vehicle to park within RPP Area I

We received the request from a resident of the block and we are expanding eligibility to all addresses not currently part of this RPP Area:



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West Side	East Side	+ East Side
3411 25th STREET	3387 25TH STREET	2969-2971 MISSION ST
3402-3412 26th STREET	2903 MISSION ST	2973-2975 MISSION ST
2920 MISSION ST	2915-2921 MISSION ST	2985-2987 MISSION ST
2950 MISSION ST	2925 MISSION ST	2991-2199 MISSION ST
2960 MISSION ST	2937-2941 MISSION ST	
2966 MISSION ST	2939 MISSION ST	
2970-2974 MISSION ST	2943-2945 MISSION ST	
2976-2980 MISSION ST	2949 MISSION ST	
2982-2984 MISSION ST	2955-2957 MISSION ST	
2988-2990 MISSION ST	2961-2963 MISSION ST	

Public Comments: No comments.

Decision: Approved by the City Traffic Engineer to forward to the SFMTA Board for final approval and implementation.

10. ESTABLISH - RESIDENTIAL PERMIT PARKING AREA Q (Eligibility only, no signs)

1300 block of Haight Street except 1351-1359 Haight, 1154 Masonic, and 2000 Masonic (Supervisor District 5) (Requires approval by the SFMTA Board) Gerry Porras, gerry.porras@sfmta.com

The proposed modification would add RPP eligibility to the residents of 1300 block of Haight Street so they can purchase parking permits for their vehicle to park within RPP Area Q, except those already in RPP.

The following are excluded from this modification because they have frontages on unregulated blocks:

- 1154 and 1200 Masonic Avenue
- Chinese Immersion School at DeAvila
- 1351-1359 Haight Street

Public Comments: No comments.

Decision: Approved by the City Traffic Engineer to forward to the SFMTA Board for final approval and implementation.

11(a). ESTABLISH – 45-DEGREE BACK-IN ANGLED PARKING

Wisconsin Street, east side, between 23rd Street and Connecticut Street

11(b). ESTABLISH - RED ZONE

Wisconsin Street, east side, from 23rd Street to 26 feet southerly



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(Supervisor District 10) (Requires approval by the SFMTA Board) Andre Wright,
andre.wright@sfmta.com

Proposal to convert existing parallel parking to 45-degree back-in angled parking to increase the number of spaces due to the loss of parking as a result of red zones near Starr King Elementary School for visibility (Dir. #6710). This new angled parking will also need a 26-foot red zone at 23rd Street for visibility.

Public Comments: One comment in support.

Decision: Approved by the City Traffic Engineer to forward to the SFMTA Board for final approval and implementation.

**12(a). RESCIND – GREEN METERED ZONE, 30-MINUTE TIME LIMIT, 9 AM TO 6 PM, MONDAY THROUGH SATURDAY
ESTABLISH – RED ZONE**

Faxon Avenue, east side, from Ocean Avenue to 7 feet southerly (removes meter # 550-G)
Tapia Drive, east side, from Tapia Drive to 20 feet southerly (removes meter # 51-G)

12(b). ESTABLISH – GREEN METERED ZONE, 30-MINUTE TIME LIMIT, 9 AM TO 6 PM, MONDAY THROUGH SATURDAY

Faxon Avenue, east side, from 19 feet to 31 feet south of Ocean Avenue (reconfigures meter # 546 to 546-G)
Tapia Drive, east side, from 77 feet to 100 feet south of Tapia Drive (reconfigures meter # 71 to 71-G)
(Supervisor Districts 7 and 11) (Approvable by the City Traffic Engineer) Amy Chun,
amy.chun@sfmta.com

Proposal to modify meters and install daylighting to improve visibility in accordance with Assembly Bill 413 (AB413).

Public Comments: No comments.

Decision: Approved by the City Traffic Engineer for implementation.

13(a). ESTABLISH – SPEED CUSHIONS

- A. Kirkham Street, between 20th Avenue and 21st Avenue (1 3-lump speed cushion with bike slots)
- B. Kirkham Street, between 21st Avenue and 22nd Avenue (1 3-lump speed cushion with bike slots)
- C. Kirkham Street, between 25th Avenue and 26th Avenue (1 3-lump speed cushion with bike slots)



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- D. Kirkham Street, between 26th Avenue and 27th Avenue (1 3-lump speed cushion with bike slots)
- E. Kirkham Street, between 35th Avenue and 36th Avenue (1 3-lump speed cushion with bike slots)
- F. Kirkham Street, between 42nd Avenue and 43rd Avenue (1 3-lump speed cushion with bike slots)
- G. Kirkham Street, between 43rd Avenue and 44th Avenue (1 3-lump speed cushion with bike slots)
- H. Kirkham Street, between 44th Avenue and 45th Avenue (1 3-lump speed cushion with bike slots)
- I. Kirkham Street, between 45th Avenue and 46th Avenue (1 3-lump speed cushion with bike slots)
- J. Kirkham Street, between 46th Avenue and 47th Avenue (1 3-lump speed cushion with bike slots)
- K. Kirkham Street, between 47th Avenue and 48th Avenue (1 3-lump speed cushion with bike slots)
- L. Ortega Street, between 22nd Avenue and 23rd Avenue (1 3-lump speed cushion with bike slots)

- M. Ortega Street, between 23rd Avenue and 24th Avenue (1 3-lump speed cushion with bike slots)
- N. Ortega Street, between 28th Avenue and 29th Avenue (1 3-lump speed cushion with bike slots)
- O. Ortega Street, between 29th Avenue and 30th Avenue (1 3-lump speed cushion with bike slots)
- P. Ortega Street, between 30th Avenue and 31st Avenue (1 3-lump speed cushion with bike slots)
- Q. Ortega Street, between 31st Avenue and 32nd Avenue (1 3-lump speed cushion with bike slots)
- R. Ortega Street, between 35th Avenue and 36th Avenue (1 3-lump speed cushion with bike slots)
- S. Ortega Street, between 39th Avenue and 40th Avenue (1 3-lump speed cushion with bike slots)
- T. Ortega Street, between 40th Avenue and 41st Avenue (1 3-lump speed cushion with bike slots)

13(b). ESTABLISH – RAISED CROSSWALK

Ortega Street at 37th Avenue, west crossing



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13(c). ESTABLISH – STOP SIGNS

- A. Kirkham Street, eastbound and westbound, at 27th Avenue (converts intersection to an all-way stop)
- B. Kirkham Street, eastbound and westbound, at 29th Avenue (converts intersection to an all-way stop)
- C. Kirkham Street, eastbound and westbound, at 33rd Avenue (converts intersection to an all-way stop)
- D. Kirkham Street, eastbound and westbound, at 35th Avenue (converts intersection to an all-way stop)
- E. Kirkham Street, eastbound and westbound, at 38th Avenue (converts intersection to an all-way stop)
- F. Kirkham Street, eastbound and westbound, at 48th Avenue (converts intersection to an all-way stop)
- G. Ortega Street, eastbound and westbound, at 33rd Avenue (converts intersection to an all-way stop)
- H. Ortega Street, eastbound and westbound, at 34th Avenue (converts intersection to an all-way stop) (Supervisor District 4) (Approvable by the City Traffic Engineer) Henry Ly, henry.ly@sfmta.com

Proposal to add traffic calming and intersection safety treatments along the Kirkham Street and Ortega Street corridors, creating more comfortable routes for people walking and biking to access schools, parks, businesses, and other local destinations.

Public Comments: Numerous comments in both opposition and support through email and at public hearing.

Decision: Approved by the City Traffic Engineer for implementation. **# (only item 13(c) is reviewable by BOS)**

14. ESTABLISH – TRANSIT ONLY LANE

Harrison Street, westbound, between Lapu-Lapu Street and 4th Street (Supervisor District 6) (Requires approval by the SFMTA Board) Simon Qin, simon.qin@sfmta.com

Proposal to convert one westbound Harrison Street lane to a Transit-Only Lane in order to facilitate bus movements into the far-side bus zone due to new 4th Street southbound right- turn delineators; the delineators are intended to address SB freeway merging collisions.

Public Comments: One comment in support.

Decision: Approved by the City Traffic Engineer to forward to the SFMTA Board for final approval and implementation.



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15. ESTABLISH – TRANSIT BOARDING ISLAND EXTENSION AND TOW-AWAY, NO STOPPING ANY TIME

Taraval Street, north side, from 137 feet to 148 feet west of 22nd Avenue (removes 11 feet of parking for extension of boarding island) (Supervisor District 4) (Requires approval by the SFMTA Board) Steven Wong, steven.wong@sfmta.com

Proposal to extend transit boarding island to accommodate a curb ramp shift at the northeast corner of the intersection.

Public Comments: No comments.

Decision: Approved by the City Traffic Engineer to forward to the SFMTA Board for final approval and implementation.

16. ESTABLISH – NO STOPPING, EXCEPT BICYCLES ESTABLISH – BIKE SHARE STATION

4th Street, west side, from 19 feet to 50 feet north of King Street (31-foot bike share station) (Supervisor District 6) (Approvable by the City Traffic Engineer) Laura Stonehill, laura.stonehill@sfmta.com

Proposal to install a bike share station in the parking lane on the west side of 4th St, north of King St, adjacent to the Caltrain Station, in the painted safety zone.

Public Comments: Comments in support from email and at public hearing.

Decision: Approved by the City Traffic Engineer for implementation.

GENERAL COMMENTS:

No general comments received.

Whether or not the City Traffic Engineer's decision is considered a Final SFMTA Decision is determined by Division II, Section 203 of the Transportation Code. If the City Traffic Engineer approves a parking or traffic modification, it is considered a Final SFMTA Decision. If the City Traffic Engineer disapproves or declines a parking or traffic modification, a member of the public must request additional review by the SFMTA of that decision which shall be conducted pursuant to Division II, Section 203 of the Transportation Code before the decision becomes a Final SFMTA Decision. Final SFMTA Decisions, whether made by the City Traffic Engineer or the SFMTA Board, can be reviewed by the Board of Supervisors pursuant to [Ordinance 127-18](#). Decisions reviewable by the Board of Supervisors are denoted with a pound (#). Information about the review process can be found at: https://sfbos.org/sites/default/files/SFMTA_Action_Review_Info_Sheet.pdf.



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For questions about any of these items, please contact: sustainable.streets@sfmta.com and reference this order number.

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Approved:

A handwritten signature in black ink, appearing to read 'ROlea', is written over a horizontal line.

Ricardo Olea
City Traffic Engineer

Date: June 21, 2024

cc: Directive File
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